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## GEOGRAPHICAL NOTES.

BY

GEO. C. HURLBUT, *Librarian.*

CONGRESS OF AMERICANISTS.—The Tenth Session of the International Congress of Americanists will be held at Stockholm, from the 3d to the 8th of August, 1894.

The fee for membership is 12 francs, which may be sent by money order or by cheque on Amsterdam, Berlin, Brussels, London or Paris, to the Treasurer, Consul Albert Starck, 20 Skeppsbron, Stockholm. The Treasurer's receipt entitles the holder to a member's card and to all the publications.

The limit of time allowed for any communication, oral or written, is 20 minutes. Papers too long to be brought within this limit shall be laid upon the table and a résumé of each, stating its subject, its salient points and its conclusions, shall be presented to the Congress.

Papers offered by those who are unable to be present at Stockholm must be sent under cover to the General Secretary of the Committee, before the 1st of July; and members who expect to make their communications in person are requested to notify the General Secretary before that day, in order that the detailed programme of the Congress may be made ready for distribution at the opening of the Session.

Books, manuscripts and other objects presented to

the Congress will become the property of the City of Stockholm, and their final destination shall be decided by the Committee on Organization, after the close of the Session.

Letters and communications are to be addressed to Dr. Carl Bovallius, General Secretary of the Committee on Organization, Biologiska Museet, Stockholm.

THE TENTH INTERNATIONAL CONGRESS OF ORIENTALISTS.—This International Congress will be held at Geneva from the 3d to the 12th of September, 1894.

The Committee on Organization has decided upon the following Sections :

- I. India and the Aryan Languages.
- II. Semitic Languages.
- III. Mussulman Languages (Arabic, Turkish, Persian, etc.).
- IV. Egypt and the African Languages.
- V. The Farthest East.
- VI. Greece and the Orient (Archaic Greece, Asia Minor, Hellenism, Byzantium).
- VII. Oriental Geography and Ethnography.

Sub-sections, such as one for the Aryan Languages and another for Assyriology, will be formed, if the number and the character of the papers offered make it necessary to take this step.

Communications may be addressed to either of the Secretaries: Prof. P. Oltramare, 32 Chemin du Nant, Servette, Geneva; or Prof. F. de Saussure, Malagny près Versoix, Geneva.

THE LA REINTY PRIZE.—The Rouen Academy of Sciences, Belles-Lettres and Arts, offers for the years

1894–1896 a prize of 500 francs to the author of the best work written in French, or of the best work of art on the political and social history, or the commerce, or the natural history of the Antilles, now in the possession of France or formerly held by her.

The works are to be sent, carriage free, before the 1st of May, to either of the Secretaries, M. Barbier de la Serre, and M. Pierre Le Verdier.

ARCTIC EXPEDITIONS.—Mr. Frederick George Jackson, who passed the autumn and early winter of 1893 in the Waigatz Island, in the Kara Sea, landed in England on the 4th of February.

He experienced very severe cold in Waigatz, and found the contact with the Samoieds almost intolerable on account of their filthy habits.

He made a very thorough test of his outfit for life in the Arctic regions, and he is said to attach the greatest value to Scotch oatmeal and a spirit lamp.

Since his return he has organized an expedition to Franz Josef Land, with a view to exploring it in a northerly direction, and as far as possible towards the Pole. The whole expense of the enterprise is to be borne by Mr. Alfred Charles William Harmsworth, of Elmwood, St. Peter's, Kent.

Franz Josef Land was discovered in 1873 by the Austrian expedition under Weyprecht and Payer. In the spring of 1874 Payer, with two of his men, left the *Tegetthoff*, then fast in the ice in latitude  $79^{\circ} 51'$ , and marched for seventeen days to Cape Fligely, in latitude  $82^{\circ} 5'$ , the highest point attained by them. From the top of the promontory, which is about a thousand feet

in height, they saw Rudolf's Land stretching in a north-easterly direction towards Cape Sherard Osborn and, in the far north, blue mountain ranges to which were given the names of King Oscar Land and Petermann Land.

The route selected by Mr. Jackson is approved by high authority. Sir George Nares has said that the extreme importance of Eira Harbour as a base for future journeys northward is proved; and Admiral Markham holds it to be evident that Franz Josef Land is the direction in which future Arctic explorations must be carried out.

Mr. Jackson gave to the press on the 7th of March the following summary of his plans :

“ Briefly, my *modus operandi* will be as follows:—Leaving the Thames at the end of July, in a specially chartered steamer of 350 tons, suitable for ice navigation, we shall proceed on our journey. The expedition will consist of a sledging party of six men, and sailors and navigators, numbering in all some eighteen persons. In selecting the members of my expedition I shall, of course, give preference to men of Arctic experience. We shall proceed direct to Archangel. Thence we shall steam in a north-easterly direction to Harbourova, on Jugorski Schar; where we shall increase our crew by the addition of a few Samoyeds. Leaving Harbourova, we shall make straight for the southern shore of Franz Josef Land, somewhere between 50 and 60 deg. E. longitude, the exact spot depending, of course, upon the lay of the ice south of Franz Josef Land. This will probably bring us to the end of August. On reaching Franz Josef Land we shall land our stores, build a house, and make all snug for the winter. Great care will be taken in constructing the buildings here, as at this spot I intend to establish a depôt which shall serve as my base of operations. After getting everything landed I intend to send the ship and her crew home, retaining only the sledging party of six and the Samoyeds.

“ The depôt will be built on the principle of a Russian log-house, a form of building which I find most suitable for Arctic work. It is constructed of long pine logs, with the bark stripped off, and dovetailed one into the other. This is divided in the interior by partitions, into which stoves are let. Having established the depôt on the coast, we must remain inactive, so far as pushing north is concerned, until the return of the sun in the following spring. The desolation of the Arctic winter will be relieved by ‘ski’ running, an exercise, in my opinion, well adapted for preventing depression of spirits and for assisting to keep off the

dreaded scurvy. When spring opens we shall commence our northerly march into the mysterious land lying between us and the pole. The depôt will be left intact, with a large supply of food, but no one will remain behind there. I shall start with my men and the sledges, dogs and ponies, and until we get to Cape Fligely, the most northerly point ever reached in Franz Josef Land, we shall follow the steps of the Austrians up Austria Sound.

"It is my intention, during my march, to establish a line of depôts at intervals of 30 or 40 miles, so as to be always within easy reach of food supplies. These depôts will be merely caches dug in the snow or rock, filled up with stones, covered over, protected from the ravages of bears and foxes, and surmounted by a flag-staff. These stations will be established along the whole line of route, if we have land to traverse; of course, they will be made in oceanic ice. Having penetrated the northern part of Petermannland everything will depend on circumstances and upon the character of the country. My maxim will be 'Push north as quickly as possible.'

"Should I reach the Pole, I shall return by the same route, in order to avail myself of my line of supplies. The more northerly we get the lighter will be our loads, so that when we reach the vicinity of the Pole we shall have very little to carry. We are not depending upon having land the whole way, so we shall have with us light canvas collapsible boats of special type in which we can navigate any stretches of open water. We shall also have three or four canvas tents for sleeping in.

"With good luck, I hope to return to my first base depôt in three years after leaving the coast.

"It is needless to point out that the Arctic winter cannot be spent in tents, so I shall have to establish more than one winter depôt. For this I shall rely upon the chance of finding drift-wood or rocks. It is, however, quite possible that I may be disappointed in this, in which case I shall have to return to my base depôt during the second winter. The second start would, however, be much easier than the first, as the food supplies would already be ahead of us."

Mr. Robert Stein's proposed exploration of Ellesmere Land attracts general attention, and the best judges at home and abroad warmly commend it. Mr. Clements R. Markham, President of the Royal Geographical Society, declares his hearty good-will and concurrence with the scheme; Capt. Koldewey, the German Arctic explorer, approves all the details of the plan, and Payer goes so far as to declare it the best imaginable of all projects for geographic exploration in the far north.

It is proposed to leave St. John's, Newfoundland, in

May, and to land at Cape Tennyson, on Jones Sound; or, if the cape cannot be reached, to go ashore on Coburg Island, or at Cape Horsburgh, in North Devon.

A house will be built at the landing, and provisions for two years will be safely stored. An advance depot will be established at 80 or 100 miles from the base, and an attempt will be made to reach Hayes Sound. The party will reassemble at the base early in September and go into winter quarters.

In the spring of 1895 the exploration will be pushed to Greely Fiord. The return to the base of operations will be made at the end of August, and the party will go to Cape Warrender, on the south shore of North Devon, where a whaler will take them on board in September and bring them home.

Mr. Stein hopes to clear up the mystery of the fate of the two Swedish naturalists, Björling and Kallstenius, and their two sailors, whose wrecked vessel, the *Ripple*, was found on one of the Carey Islands in June, 1893, by Capt. Mackay, of the Scotch whaler *Aurora*. Mr. Stein thinks it not improbable that the lost men are still alive, somewhere in Ellesmere Land, and he will make a thorough search for them.

An expedition, called a dash to the North Pole, organized by Mr. Walter Wellman, of Washington City, left New York in the steamer *Britannic*, on the 14th of March, for Liverpool.

With Mr. Wellman went Prof. O. B. French and Charles G. Dodge, astronomical observers, and Dr. Thos. B. Mohun, medical officer. Mr. Wellman, who was until lately the President of the National Capital

Press Club, gave the following sketch of his enterprise to a reporter of the *New York Tribune*:

"Our object is to find out the truth about these polar regions. Whether there is, as some authorities assert, an open polar sea, or whether there is nothing but ice covering both sea and land.

"We shall travel by steamer to the southern edge of the ice-pack, and the rest of the journey will be accomplished with the aid of sledges, boats and European draft dogs. From London we shall go to Hull, and from there to Aalesund, in Norway, where we shall be joined by four professors from the University of Christiania and about a dozen young men of leisure. On April 24 we will leave Aalesund, arriving in Tromsø on May 1. At the northwest corner of the Island of Spitzbergen we shall establish our headquarters. Thence we travel to the southern edge of the ice-pack, where we shall disembark, taking fourteen men, three boats, five sledges and sixty dogs. Then we shall travel on for twenty-five days more, and then separate, seven men going back to headquarters and the others pushing on for twenty-five days more. We expect to be back in America somewhere about October 1."

The time-table is less precise than might have been expected, but it will be interesting, even in November, to read Mr. Wellman's report of what he has learned about the North Pole.

*Nature*, of March 1, has private information that Ekroll's expedition, which, it has been said, started from the north of Spitzbergen in June, 1893, never set out; but it has not been abandoned. According to *Petermanns Mittheilungen*, 40 Bd., No. III, 1894, Ekroll proposes to reach Spitzbergen in the spring and to push on from that point to Franz Josef Land, and thence to the Pole. He has great faith in a sled-boat of his own invention.

THE NORTH GREENLAND EXPEDITION OF 1891-92.—Mr. Eivind Astrup, Mr. Peary's companion on the sledge journey across the inland ice to the northern end of Greenland, in the summer of 1892, has published in the *Aarbog* of the Norse Geographical Society



for 1892-1893 his own account of the journey, with a sketch map of North Greenland. The account says nothing of the northern end of Greenland, and the map differs in some respects from Mr. Peary's.

On this subject Dr. Wichmann remarks, in *Petermanns Mittheilungen*, 39 Band, XII, 1893, p. 296:

"It seems that the discovery of the northern termination of Greenland in Nordenskiöld Inlet has a very rash interpretation of Peary's observations to thank for its origin. In his first communications and reports Peary himself gave no hint concerning the discovery of a passage from Nordenskiöld Inlet to Independence Bay, and now the report of Astrup, Peary's companion at the time, made soon after the return and giving, therefore, the immediate impressions of what was actually seen, likewise admits of no conclusion as to the existence of such a water connexion.

"It is at least surprising that Astrup should leave the fact of the discovery of the northern end of Greenland unnoticed, as if it were a matter of secondary importance."

In his address before the American Geographical Society, after his return to New York, Mr. Peary gave the following summary of the geographical results of the expedition:

1. The delineation of the unknown shores of Inglefield Gulf and the imperfectly known shores of Whale and Murchison Sounds. . . . .
  2. The determination of the insularity of Greenland, and the delineation of the northern extension of the great interior ice cap, the main land mass.
  3. The determination of the existence of detached ice-free land masses of less extent, to the northward.
  4. The determination of the rapid convergence of the Greenland shores above the seventy-eighth parallel.
  5. The determination of the relief of an exceptionally large area of the inland ice.
  6. The discovery of a large number of glaciers of the first magnitude.
- (BULLETIN, Am. Geog. Soc., No. 4, 1892, pp. 554-555.)

To those who know Mr. Peary it will seem to be much more than rash to interpret his statements by the silence, or by the speech, of another man. If Astrup's report was made soon after the return, so was Peary's;

and Dr. Wichmann fails to explain why the former alone must be supposed to give the impression of what was actually seen. Any man may receive impressions, but Dr. Wichmann ought to know that the responsibility for the plan and the organization, the conduct and the results, of the North Greenland Expedition rests entirely with Mr. Peary.

Another critic uses the following courteous language :

“ The Norwegians are for the most part truthful observers and, until the contrary is proved, their reports may be accepted with confidence.

“ The American Polar voyagers, we regret to say, do not always inspire the same confidence, since the exaggerations of Hayes. Peary himself, according to Nansen, in like manner magnified the distance travelled by him on the inland ice in 1886.”\*

Nansen belongs to the nation of truthful observers, but the value of his testimony in this instance is somewhat lessened by the fact that he did not travel with Peary in 1886. His observations upon Peary's journey, which showed the way for his own in 1888, were made only with the mind's eye.

It is true that he and Astrup speak or hold their peace with the authority of Norwegians, and yet something is to be conceded to human weakness. All men cannot be born in Norway ; and the natives of less favoured countries must do what they can with the faculties they possess.

What Mr. Peary has done in Greenland speaks for

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\* Les Norvégiens sont pour la plupart des observateurs véridiques et jusqu' à preuve du contraire leurs relations peuvent être acceptées avec confiance. Les voyageurs polaires américains, nous regrettons de le dire, n'inspirent pas toujours la même confiance depuis les exagérations de Hayes. D'après M. Nansen, Peary lui-même aurait également grossi la distance parcourue par lui sur l'inland-sis en 1886. *Nouvelles Géographiques*, 6 janvier, 1894, p. 13.

itself. He formed his own plans and carried them out, whether as an individual explorer or as the competent commander of an expedition, with equal ability and prudence and resolution.

His work will stand the test of time ; and more of the same solid character will be added to it during the present year.

THE NAME OF LABRADOR.\*—In this short paper the well-known Azorian scholar Ernesto do Canto prints the fac-simile, with the transcription, of a page (fol. 9) taken from a record in the town of Praia, Terceira. This record bears the date of 1506, and the significant page quoted is from a declaration made concerning certain lands by Pedro de Barcellos. In this declaration occur the following lines :

houve um mandado d'Elrei para ir a descobrir eu e um João Fernandes Lavrador, no qual descobrimento andamos bons tres annos e quando tornei á dita ilha achei . . . . em poder d'ellas uns filhos de João Valladam.

I and John Fernandes, husbandman, had a mandate from the King to go out and discover, in which discovery we were gone three good years and when I returned to the said island I found . . . . in possession of them (the lands) sons of John Valladam.

The dates which are wanting are supplied by Senhor do Canto from fol. 14 and fol. 20 of the record. The former notes an entry of land in favour of John Valladam and his sons on the 30th of January, 1495 ; the latter, entries in favour of Pedro de Barcellos on the 19th of October, 1490, and April 14, 1495.

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\* Quem deu o nome ao Labrador? (Breve Estudo).

8°

Ponta Delgada—Illa de S. Miguel.

1894.

Extrahido do Archivo dos Açores,

Vol. XII, pag. 353.

Deducting three years from the latter date, it appears that the voyage of discovery must have been undertaken early in 1492; but beyond this all is conjecture, for there is nothing to show in what direction the voyage was made.

It is, nevertheless, impossible to resist the conclusion that the João Fernandes lavrador of this record is the one referred to in the legend on the map preserved in the library at Wolfenbüttel.\* This map is without date, but it is assigned to the year 1534; and the legend on the Labrador coast reads:

Tiera del Labrador. La qual fue descubierta por los Yngleses de la uila de bristol e por q el q dio el lauiso della era labrador de las illas de los acares (Açores) le quido este nombre.

Land of the Husbandman. The which was discovered by the English of the City of Bristol, and because he who gave information about it was a husbandman of the Azore Islands, this name remained to it.

The unsupported testimony of the Wolfenbüttel map is decisive against the received explanations of the name Labrador. The document found by Senhor do Canto goes to confirm the statement in the map, and points also in the direction of a Portuguese discovery of North America contemporaneous, perhaps, with the First Voyage of Columbus.

THE BARREN LANDS.†—Two brothers, Joseph B. and James W. Tyrrell, successfully accomplished in the summer and autumn of 1893 an exploration of the Barren Lands, the country that lies between Hudson Bay and the Athabasca and Mackenzie River basins.

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\* See HARRISSE: *Jean et Sébastien Cabot*, pp. 185-187; and *The Discovery of North America*, pp. 580-581.

† The Map is reduced from that published by the *Buffalo Express*.

The expedition, which was sent out by the Canadian Government, left Edmonton in Alberta at the end of May. The north shore of Lake Athabasca was surveyed, and the Black River was followed to Black Lake, whence the explorers turned to the northeast directly through the Indian hunting ground.

About the middle of this region they came to a lake of considerable size with an outlet on the north side. This river, says Mr. J. B. Tyrrell,

"throughout its length we found to be lacustrine, and much time was lost by this, as it was so difficult to pick out the particular arm of each successive lake that gave egress to the river. Between these widenings-out invariably occurred rapids, both lengthy and rapid, but the dexterity of our Caughnawaga steersmen brought us through all but an occasional stiff one that necessitated a portage. In August we came to a lake which must be the Lake Dubaunt, or Doobaunt, so variously located on the maps. Although in mid-summer, ice 7 feet thick covered it, except close to shore, where in a narrow channel for 100 miles we paddled our way around, in full view of the hillsides, which were still covered with snow. . . .

From this time we were on the lookout for Chesterfield Inlet, as our observations for latitude and longitude helped us to a good idea of whither the river was bearing us, and about September 1st we reached the Inlet's western extremity. . . . In size this long river can best be compared among American rivers to the Ohio. On the 10th we drew up our canoes on the inhospitable shores of Hudson's Bay; certainly the first white men to cross the 850 miles intervening between the great inland sea and the Mackenzie and Athabasca basins."

The country through which the travellers had passed is described as a rugged, rolling tract of land speckled over with swamps and rocky hills, and absolutely destitute of wood. Trout and whitefish were plentiful in the lakes, but there were no birds, except one or two white partridges, brown at that season of the year. A few white wolves were seen, and countless reindeer. Mr. Tyrrell says:

"Once we saw a herd that fairly hid the earth for a whole three miles, and at the smallest possible calculation there could not have been less than several hundred thousand feeding there on the damp grass."

A collection of plants was made.

When the mouth of Chesterfield Inlet was reached, at the beginning of September, there were but ten days' provisions on hand, but the party remained for two weeks, completing surveys and observations.



ROUTE OF THE TYRRELLS TO CHESTERFIELD INLET AND RETURN

In the middle of the month, when the ice began to form, they started on their 500-mile canoe voyage down the coast of Hudson Bay to Fort Churchill, surveying as they went. Their sufferings were great, and they

were in danger of starvation during their forty days' trip. Gales and driving rains and continual cold reduced them to misery. When they landed at night to camp, no fire was to be had; and when Churchill was reached late in October, their strength was gone. From Churchill they went to York Factory, and thence to Selkirk, where they arrived on the 30th of December. The length of the journey was 3,200 miles; 2,200 in canoes, 650 on snow-shoes and 350 by dog sled.

The results of the exploration are thus stated by Mr. Tyrrell:

"Our survey will completely change the shape of the Hudson's Bay shore, as we are the first ever to come down the coast in canoes, and existing maps rely only on the few observations of sailing vessels that have taken a 'sight' here and there, when lying-to from 10 to 20 miles away.

"As regards the main objects of the expedition it was entirely successful; we have proven that, but for what minerals may be found among the very varied rocks of the Barren Lands, it is of small value."

THE AVERAGE ELEVATIONS OF THE UNITED STATES form the subject of a paper by Mr. Henry Gannett in the Thirteenth Annual Report of the Director of the U. S. Geological Survey, 1891-92.

With the paper is presented a map showing in various tints the areas at the following elevations above sea-level: 0 to 100, 100 to 500, 500 to 1,000, 1,000 to 2,000, 2,000 to 5,000, 5,000 to 8,000, 8,000 to 11,000, and above 11,000 feet.

Mr. Gannett classifies as correct the contours obtained by reduction from the Hayden, Powell and King Surveys, the Northern Transcontinental Survey, the New Jersey Geological, and the Minnesota Geological and Natural History Surveys; in all, about one-fifth of the area of the country.

He regards as very nearly correct those of the Atlantic Slope, east of the Blue Ridge ; the entire Mississippi Valley, to the base of the Rocky Mountains and to the Staked Plains ; the region of the Great Lakes ; and the valleys of California and Oregon.

He classes together as approximately correct those of Eastern Connecticut, Vermont, New Hampshire and Southern Maine, New York (except the Adirondack region), Pennsylvania, and the Cordilleran region (with the exceptions next noted) ; and as hypothetical those of Northern Maine, the Adirondack region, Central Idaho, the Cascade Range and the Coast Range of Washington, Oregon and Northern California.

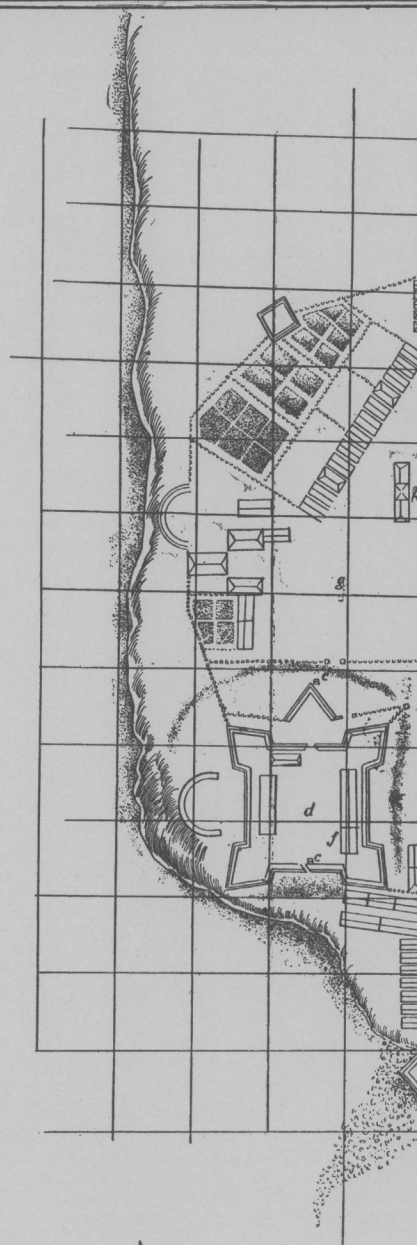
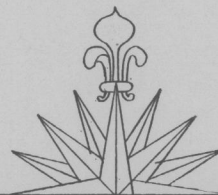
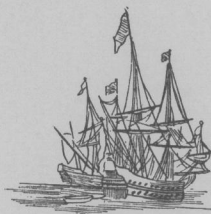
The widest range in altitude is in California, from sea-level to nearly 15,000 feet ; but of all the States Colorado has much the largest area above 10,000 feet ; larger, in fact, than that of all other States combined ; and broad stretches of this elevated area in Colorado consist of plateaux and mountain valleys.

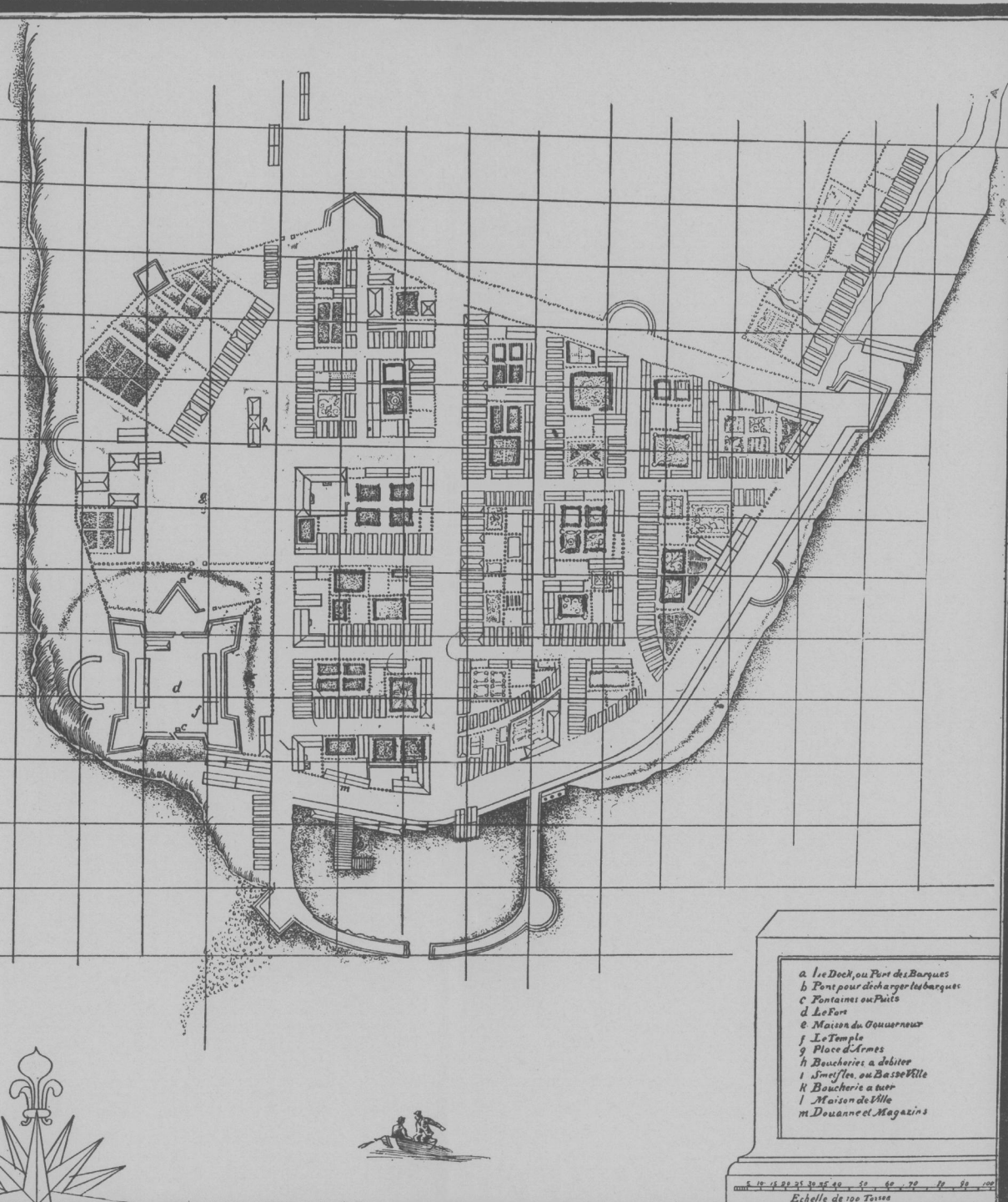
The following table gives the approximate mean elevation of each State and Territory :



PLAN  
DE  
MANATHES  
OU  
NOUVELLE  
YORC

*Versific par le S<sup>r</sup> de la Motte.*





Name.	Feet.	Name.	Feet.
Alabama .....	500	Nevada .....	5,500
Arizona .....	4,100	New Hampshire .....	1,000
Arkansas .....	650	New Jersey .....	250
California .....	2,900	New Mexico .....	5,700
Colorado .....	6,800	New York .....	900
Connecticut .....	500	North Carolina .....	700
Delaware .....	60	North Dakota .....	1,900
District of Columbia .....	150	Ohio .....	850
Florida .....	100	Indian Territory } .....	1,300
Georgia .....	600	Oklahoma } .....	
Idaho .....	5,000	Oregon .....	3,300
Illinois .....	600	Pennsylvania .....	1,100
Indiana .....	700	Rhode Island .....	200
Iowa .....	1,100	South Carolina .....	350
Kansas .....	2,000	South Dakota .....	2,200
Kentucky .....	750	Tennessee .....	900
Louisiana .....	100	Texas .....	1,700
Maine .....	600	Utah .....	6,100
Maryland .....	350	Vermont .....	1,000
Massachusetts .....	500	Virginia .....	950
Michigan .....	900	Washington .....	1,700
Minnesota .....	1,200	West Virginia .....	1,500
Mississippi .....	300	Wisconsin .....	1,050
Missouri .....	800	Wyoming .....	6,700
Montana .....	3,400	The United States .....	2,500
Nebraska .....	2,600		

AN EARLY PLAN OF NEW YORK.—The work just brought out at Paris by M. Gabriel Marcel\* contains reproductions of the most important maps and globes collected by him for the American Exhibition, which he planned and organized at the Bibliothèque Nationale in commemoration of the Fourth Centenary of the Discovery.

Many of the originals belong to the National Library; others were lent for the occasion by the different De-

\* Recueil de Voyages et de Documents pour servir à l'Histoire de la Géographie. Section Cartographique. Reproductions de Cartes et de Globes relatifs à la Découverte de l'Amérique du XVI<sup>e</sup> au XVIII<sup>e</sup> Siècle, avec Texte Explicatif par M. Gabriel Marcel.—Paris: Ernest Leroux, 1893.

Text, 1 vol. Maps in Portfolio.

partments of the Government and by private collectors ; and they illustrate, not so much the Discovery itself, as the subsequent explorations and attempts at colonization down to the end of the eighteenth century.

There are forty plates in the portfolio. The plan of New York (No. 6 in the list), as here presented, is reduced by a fourth from M. Marcel's plate. The original is of the year 1693 and is, properly speaking, a *cartouche*, or enclosed plan in the Map of the Coast of New England from Cape Anne to Nebresing Point . . . . by J. B. L. Franquelin, Hydrographer of the King.\* There is reason to believe that M. Marcel's is the first reproduction of this interesting map.

Of another plan, yet earlier, the following account is given in the *Texte Explicatif* :

The oldest known plan of New York is not earlier than 1640. It belongs to Mr. Harrisse, who kindly lent it to the American Exhibition at the Bibliothèque Nationale. It is No. 277 in the catalogue. This manuscript plan, purchased by the author of the *Bibliotheca Americana Vetustissima* from the bookseller Muller, of Amsterdam, was drawn by Joan Vingboons for the Dutch West India Company. It is indisputably one of the most precious documents which we possess for the history of the United States, and it was wholly unknown down to the present time.

It bears the title : *Manatus gelegen op noot (sic) rivier* ; and its dimensions are 68 by 45 centimetres ( $26\frac{3}{4} \times 17\frac{3}{4}$  in.). It shows the entrance of the Hudson, which is called *noort rivier*, Staten Island, Man-

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\* Carte de la côte de la Nouvelle-Angleterre depuis le cap Anne jusqu' à la pointe de Nebresing . . . . par I. B. L. Franquelin, hydrographe du roi.

hattan Island, at the southern end of which rises Fort Amsterdam, with two windmills; a small island (Governor's Island), where now stands Fort Columbus, with a third mill, and another island, the one upon which Bartholdi's Statue of Liberty has been erected. On the arm of the Hudson, now called East River, not far from the site of the Brooklyn Bridge, is this inscription: *Helle gadt*. On Long Island, as in Manus, are scattered farms and plantations marked by numbers, which indicate, in a legend placed at the right corner of the map, the names of forty-five Dutch colonists of about 1640.

An engraving of this plan, published in *L'Illustration*, of July 2, 1892, from a photograph, renders it, according to M. Marcel, in an imperfect manner; and permission to reproduce the original was refused.

THE TEHUANTEPEC ISTHMUS RAILWAY.—This railway approaches completion. Mr. Romero, the Mexican Minister at Washington says in the *Engineering Magazine* for March, 1894 (p. 880):

“As the proceeds of the loan of £2,700,000 were not sufficient to finish the road, part of another loan of £3,000,000, recently contracted at the City of Mexico, has been applied to that work. On December 6, 1893, a contract was signed at that city for the construction of the fifty-nine kilometres of road unbuilt, and it is provided in the same that the line shall be finished on September 6 of this year, with an additional expense of over \$1,000,000.”

The isthmus is 216 kilometres (134.22 miles) in width, and the 59 kilometres now in hand are equal to 36.66 miles.

THE TSAR'S PRESENT TO CAPT. WIGGINS.—The Imperial Russian Minister of Marine presented to Capt.

Joseph Wiggins, in January, by command of the Tsar, a punchbowl service, composed of a bowl, platter, ladle and 25 mugs, all in solid silver, and inscribed with proverbs in old Slavonic characters. An inscription on the platter adds that the gift commemorates the first Russian naval expedition to the north Siberian rivers, conducted through the Kara Sea and up the Yenisei River by Capt. Wiggins in his steamer *Orestes*, in the summer of 1893. This expedition carried a cargo of rails for the Siberian railway, and after delivering these at Yeniseisk Capt. Wiggins returned to St. Petersburg. By his nine voyages through the Kara Sea he may be said to have definitely opened the sea route to northern Siberia, and to have fully earned the recognition bestowed upon him by the Tsar.

THE FRENCH AT TIMBUKTU.—A French force under Col. Bonnier, commander in the French Sudan, entered Timbuktu on the 10th of January without firing a shot.

The city remained quiet after the occupation, but a detachment of troops, sent out by the French commander, was surprised January 15 and cut off by the Tuaregs.\* For some time there was great anxiety concerning the force at Timbuktu, but a despatch, dated February 26, from the Governor-General of the Sudan, brought intelligence that Bonnier had been joined on the 12th of February by the second column

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\* The word *Tuareg* is the plural of *Targhi* (he who has renounced), a contemptuous name used by the Arabs to designate a Berber; but the English and the French generally make *Tuareg* singular and add *s* for the plural.

under Commandant Joffre, who has since been entrusted with the chief authority.

Joffre's column crossed the Niger at Sansanding at the end of December and followed the land route, with frequent interruptions, sometimes for days together, from the inundations of the Niger, or to resist the attacks of the Tuaregs, or for the purpose of collecting grain for the 1,000 men and 250 horses of the expedition. The Tuaregs made a stand at every point. At Niafunke, which is surrounded by a swamp more than a mile wide, 400 of them charged the advanced guard of tirailleurs and cavalry up to the very lines, in spite of the deadly fire that cut them down.

One after another the difficulties were surmounted, and on the 9th of February the column reached the field of battle of January 15, in time to recover the bodies of the fallen officers, which were carried to Timbuktu.

The city is to-day little more than the shadow of a name. In the sixteenth century it was a centre of Mohammedan learning and a place of great trade, standing, as it does, at the point where the routes across the Western Sahara meet those from the Gulf of Guinea and the Sudan. For three centuries it has been, for the most part, in the hands of the Tuaregs, who live by plundering the caravans throughout the wide region between Morocco and the Niger, and it has long been in a state of decline, though it is still the emporium for the rock salt from the Taudeni mines, at a distance of 15 days' journey to the north, on the route to Morocco. This salt is brought to market in slabs of about sixty pounds' weight, and is exchanged

for the slaves, the kola nuts and the gold from the south.

The French occupation will undoubtedly hasten the commercial decay of Timbuktu. An article by Commandant Monteil\* puts this in a clear light :

“ The decadence must become more marked, because the routes multiply through which the manufactured products that Timbuktu was able to supply now reach the markets of the Sudan. European salt will be imported directly through the same channels. The mere fact of our presence in the city will cause a falling off in the number of slaves brought in, and how then are the workmen in the salt mines to be recruited ? ”

With the development and consolidation of the French power in Western and Northern Africa it may be hoped that prosperity will return to Timbuktu, and, meanwhile, it is a gain to civilization that this key of the Tuareg power has passed into the hands of France.

In the article already quoted Commandant Monteil tells, on the authority of an Arab of Murzuk, how Miss Tinné's murderer came to his end.

It was in 1870,† on the road from Murzuk to Ghat, under the conduct of the nephew of a Tuareg chief, that Miss Tinné was assassinated during a quarrel among the men of her caravan. These men, mostly Tuaregs, took part in the pillage, but the actual murderer was an Arab by the name of Etman bun Badia. He never denied his crime, and he continued to visit Tripoli, where he was known to all ; but he was held in general reprobation as the slayer of a woman, the king's daughter, as Miss Tinné was called on account of her riches.

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\* Revue de Paris, No. 3, p. 35.

† August, 1869. See *Petermanns Mittheilungen*, 1870, 16 Band, S. 33.



The Arabs see the hand of Providence in the death which overtook this man, about three years ago. A young Arab and his old mother had established themselves for a few days, with a tent and two camels, in a pasturage near Etman's hut. He ordered them away, but the youth, who was hardly more than a boy, asked leave to rest his camels for two days. The third day Etman returned, and, after overthrowing the tent, tried to force the old woman to her feet. Her son remonstrated with him, but Etman persisted in his violence, and the boy, taking up a gun, coolly shot him dead.

THE KAMERUN HINTERLAND.—The French Commissioners for the delimitation of the French and German spheres of influence in the *Hinterland* of the Kamerun and the French Congo, left Berlin on the 5th of February, after coming to an agreement with the German Commissioners.

The official text of the agreement, which has been accepted by the two Governments, was published in Berlin on the 16th of March. According to the *London Times* of March 17, the frontier is laid down as follows :

Starting from the point where the undisputed southern boundary of the Cameroons meets the 15th degree of east longitude, the frontier runs along this line as far as the river Ngoko, which it then follows to the spot where the Ngoko intersects the 2d degree of north latitude. It then makes direct for the river Sangha, which it follows northwards for a distance of 30 kilometres, and runs thence in a straight line to a point on the 4th degree of north latitude, 62 minutes west of Bania. From this spot the frontier follows the 15th degree of east longitude as far as its point of intersection with north latitude 8 degrees 30 minutes, going out of its way round Kunde on the west in a semicircle with a radius of five kilometres. Then, bearing westward, it goes to Lame and to Bifara, both of which it leaves to the east, and, crossing the Mayo Kebi, runs in a straight line to the 10th degree of north latitude. This parallel forms the boundary as far as

the Shari, and the course of that river to Lake Tchad separates the two spheres in the extreme northeast.

Mutual concessions have been made and each Power gains by the new treaty.

The other articles provide that neither Power is to undertake political enterprises within the frontiers of its neighbor, that the navigation of the rivers shall be free to both, and that the merchants of the two countries are to be treated alike by the authorities with whom they come in contact.

It is agreed that if fresh astronomical observations prove that Bania, Gasa or Kunde is more than 18 kilometres west of the meridian of 15° E. Long., Germany is to be compensated for the error that may have been committed.

A memorandum of the exploring expeditions, French and German, in the *Hinterland*, is appended to the treaty.

*A Historical Geography of the British Colonies. By C. P. Lucas, B. A., of Balliol College, Oxford, and the Colonial Office, London. Vol. III. West Africa. With Maps.*

*Oxford,*

*at the Clarendon Press, 1894.*

*8vo.*

*Macmillan & Co.*

*66 Fifth Avenue.*

*Price \$2.00*

M. Paul Leroy-Beaulieu says, in his work, *De La Colonisation chez Les Peuples Modernes*, p. 325 :

“ The colonization of the African Continent will be, therefore, a work much more arduous, slow and costly than seems to be imagined by the various Powers

which have lately thrown themselves upon the African shores. The nineteenth century will hardly be able to do more than sketch the outline of this great work.

“It is only the twentieth century that will gather the profits of the development of this vast undertaking, which, perhaps, will not be brought to completion till the twenty-first century.”

These words apply as well to what are called the long-established colonies of West Africa as to the Congo State, or to Mashonaland. The French and the English, like the Portuguese and the Dutch, have long held stations on the coast for purposes of trade, but it is only within a comparatively recent period that anything has been done to introduce civilization.

Mr. Lucas has written an excellent book on an ungrateful subject. He tells concisely, yet with all essential details, the story of the settlements which are associated in the minds of men with the evil memories of the slave trade.

The work of the African Companies, the rise of the British West African Colonies, the present state and the prospects of each one, are described in the right historical spirit, and the thorough treatment of the known geographical conditions is especially to be praised.

The maps show the striking preponderance of the French in West Africa.

An additional chapter on the South African Islands is not the least interesting part of the work.